Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-650

Name: #13041/MD 176 over Deep Run

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. HO-650

NAME AND SHA NO.: 13041

LOCATION
Road Name and Number: MD 176 over Deep Run
City/Town: Dorsey X vicinity
County: Howard

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
___ NR listed district _ NR determined eligible district
___ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name ___

DESCRIPTION

Describe the Setting:

Bridge 13041 carries MD 176 (Dorsey Road) over Deep Run in the Dorsey area of northeastern Howard County. MD 176 runs in an east-west direction at this location; Deep Run flows south-north. Situated between the Tidewater and Piedmont physiographic provinces, the bridge is surrounded by some wooded land and scattered residential and commercial development to the south.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Bridge 13041, a single-span concrete beam bridge, has a clear span length of 38' and an overall bridge length of 42'. The 40' wide clear roadway, covered with asphalt, carries two lanes of traffic. The open balustrade parapets are divided into three sections with 13 openings per section. Steel W-beam guardrails are attached to the ends of the parapets. The substructure consists of striated concrete abutments and flared wing walls with concrete caps.

Photographs dated January 1995 illustrate the deteriorated condition of the structure. The southern parapet, headwall, and girders all exhibit severe spalling and disintegrating concrete. The north elevation and the substructure, however, appear to be in relatively good condition.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

According to available documentary evidence, no significant alterations have been made to this bridge.

HISTORY

When Built: 1937
Why Built: Statewide road improvement programs and local transportation needs
Who Built: State Roads Commission of Maryland, 1935 state standard specifications
Who Designed: Unknown
Why Altered: N/A

Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Howard County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Howard County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation.

Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

BIBLIOGRAPHY

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1935 As-built drawings. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

SURVEYOR INFORMATION

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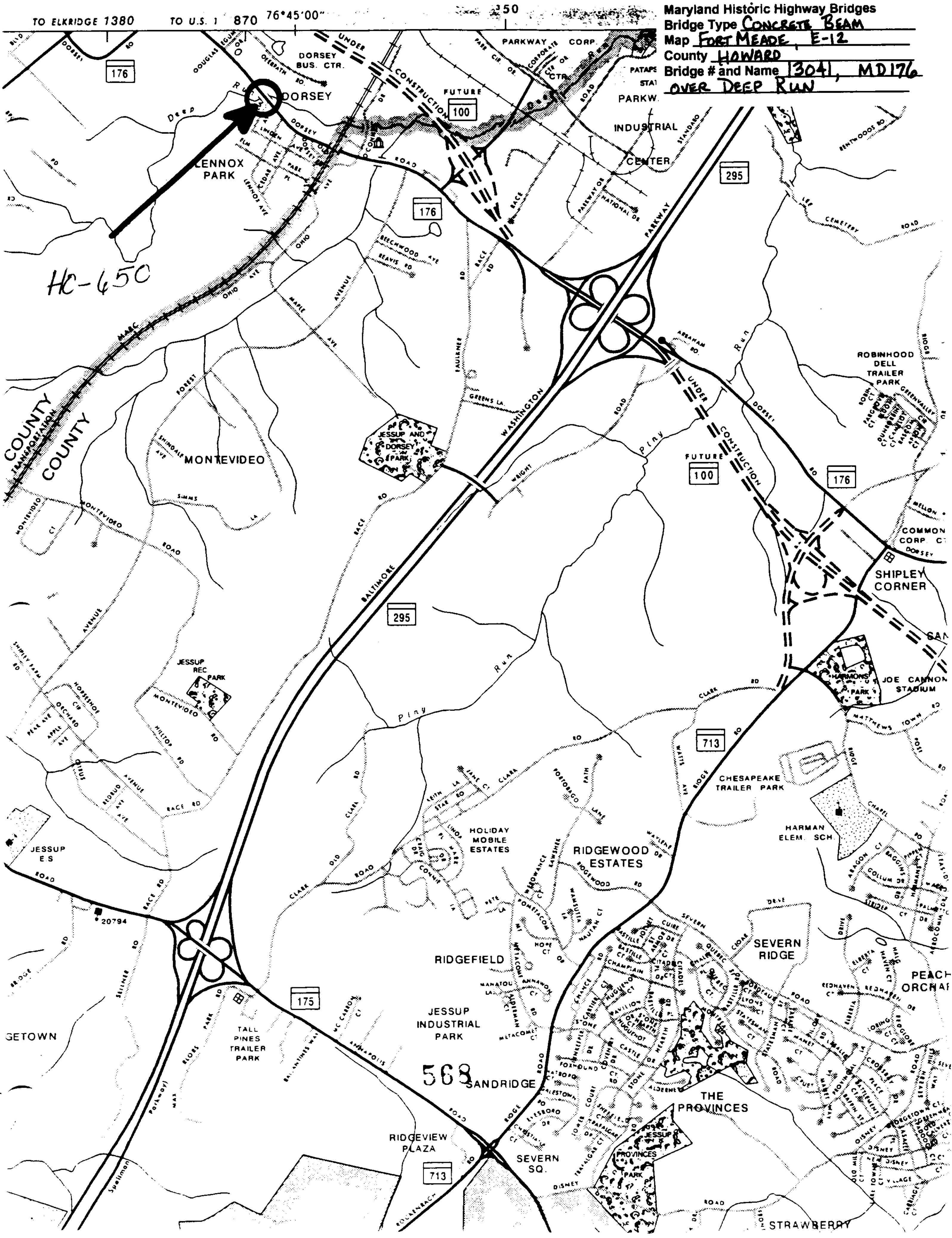
Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map FORT MEADE, E-12
County HOWARD
Bridge # and Name 13041, MD176 OVER DEEP RUN




PYRAMID

Inventory # HO-650

Name B041-MD176 OVER DEEP RUN
County/State HOWARD / MD
Name of Photographer DAVID DIEHL
Date 2/95

Location of Negative SHA

Description EAST APPROACH LOOKING
NORTHWEST

Number 1 of 4

Inventory # HO-650

Name 13041 - MD 176 over DEEP RUN
County/State HOWARD / MD
Name of Photographer DAVID DIEHL
Date 2/95

Location of Negative SHA

Description WEST APPROACH LOOKING SOUTH EAST

Number 2 of 4


PYRAMIDS
FOR SALE

Inventory # HO-650

Name 13041-MD 176 OVER DEEP RUN
County/State HOWARD | MD
Name of Photographer DAVID DIEHL
Date 2|95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING NORTH

Number 3 ~~3~~ of 4 ~~32~~

Inventory # Ho-650

Name 13041-MD 176 over Deep Run

County/State Howard / MD

Name of Photographer David Diehl

Date 2/95

Location of Negative SHA

Description North elevation looking
Southwest

Number 4 ~~32~~ of 4 ~~32~~